The lookout at the b. ws announced a light-shead on the starboard bow, but the man whose duty it was to pass the word on from him to the officer of the watch, carelessly sung out, "Light on the port bow." Of course it was known that from the course of the ship was steering the only light that could be seen must be that of some vessel coming on in the contrary direction, and the order was immediately given to put up the helm, so as to avoid her. Lockily a gentleman on deck detected the error, and at once communicated it to the officer who was passing on the signals to the men at the wheel. The necessary order was instantly given, and the helm was put hard up on the other side, but only in just sufficient time, the vessel, which proved to be a schooler in full sail, passing the big ship within less than a pistol shot. At daybreak on Sunday morning the Tamd's End was passed, and at haif-past 8 A. M., the Bishop's Light, Scilly, after which, during the whole Sunday, until towards evening, no land was visible.

A few hours befire daybreak, on Sunday morning the Great Eastern gave the first indication of being influenced by the motion of the waves. Hitherto there had been not the slightest motion either in the form of pitching or rolling, but about the time she passed the Lizard, those who had retired to their cabins—which of course irc uded all the non-nauticats—were avoised from their sleep by a sensible oscillation, which required in some instances the liding on in order to hold in, and, more or less, from this time until very near the end of the voyage the motion of the ship informed those whom she was carrying that she was not exactly a portion of terro strand, but could roll and pitce if necessary, according to the varying circumstances of wind and wave; the motion, h wever, although sufficien to occasion disagreeable results in one or two cases, was invariably considered to some instances of wind and wave; the motion, h wever, although sufficien to occasion disagreeable results in one or two cases, was invaria meeting cross currents and heavy sees. It is essently necessary to add, that her steadlest sailing is agains the wind, and that her unsteadlest point is with the wind at right angles to her curse. The first experiment of using sails and seam together was tried. First, the staysail was set on the foremost of the six masts, or, as it is now christened, the staysail mast; then followed the unreafing of the trysail, and subsequently the trysails were set in succession upon four of the other masts, viz., the foremast, the main mast, the mizon, and the jigger, or sternmost mast. As regards speed the effect was nugatory, which is sufficiently accounted for by the fact that the wind, which, was blowing fresh, as it had been all the morning, was direct upon the starboard beam; but in steadying the vessel, and putting a stop to the rolling motion, the result was not only satisfactory, but instantaneous. Probably, in an intuitie sense, the best aspect the vessel presents is the view from stem to stern when all the sails are set. Last Sunday there was too much wind to allow the topasits to be unfuried, but to the spectator standing at the stern of the ship, and looking along the capacious deck towards the stern the view of view of the view of view of the view of but to the spectator standing at the stern of the ship, and looking along the capacious deck towards the stem, the vista of aut rigging, with the tall, tapering masts standing in line, their capacious sails succeeding each other in the most exact and symmetrical regularity and beliying out with the breeze, was something beautiful. Unfartunately, no opposituative, was afforded of testing the action of the sails in adding to the motive power, the wind being during the whole of the result the voyage unfavorable and mosty drawity against the vessel's course. The coast of Ireland was first sighted at 4 P. Sunday, and the whole run from Portland to the Old flead of Kinsale, a distance of 300 nautical, or 350 s atter miles, was made, under the circumstances of wind and weather aiready described—the screw and paddie engines working together, but ces or wind and weather already described—the screw and paddle engines working together, but at far less than full pressure, the speed having been purposely kept down during the night—in 24 hours, or at an average speed of about 13 knots. The highest rate of speed was attained been purposely kept down during the night—in 24 hours, or at an average speed of about 13 knots. The highest rate of speed was attained during the last five hours of this portion of the voyage, in the course of which 72% knots were run over, giving—an average rate-year hour for that period 64a fraction over 14½: "In accomplication is professed to revolutions of the parties of the fraction over 14½: "In accomplication is professed to 11 per induct, and of the parties to minute. It was intended that the test should include a trial not only of the two different classes of engines working in unison, with and without the sails, but of each engine separately, unaided and aided by the sailing power; but some misunderstanding or difference between the engineers, and the salling captain, or between the engineers and the managing directors, upon the subject of liability, prevented this. Both Mr. hussell and Mr. Blake, it is said, objected to discourse: their engines when requested to do so, on the ground that both pastile and screw were intended to work together and not separately, and the officences of the objection was that the opportunes of carrying out experiments which, if successful, would unquestionably increase the confidence of the public in the said; but no refirmative answer from Mr. Scorr Russell having been made to a formal application made to him, the helm was put about and the ahip was steered up St. George's Channel, in the direction of Holyhead, her speed being purposely lowered the from 10 to 12 knots. Sunday night and Monday forgoon, were marked by a strong gales from 10 to 12 knots. Sunday night and Monday forgoon, were marked by a strong gales from the northead, accompanied by rain and mist, which induced her capanin to stand out in mid-channel. Here an opportunity was afforded of ascertaining the behavior of the ship in what sailors would call 'dirty weather,' and most creditably to herself did the come out of the trial. Though exposed to a sea which compelled smaller vessels to exhibit a reasonable

reasonable proportion of their keels, the motion on board the Great Eastern was scarcely more than perceptible, there being no difficulty in walking the deck at any period; though it is but fair to add that the wind met her at her favorite point, wit, ahead. While wat ing for botter weather, Capt. Harmeness thought the occasion a favorite one for bearing the decility of his charge in answering to her hain. I pair was done by turning her sound, as it, were a positive own axis; the seend, as maned by her nonmanates, but that he complimes asked within fourteen manutes. Country asked within fourteen manutes. Country as about noon, take hortly afterwards with such as the most noon, take hortly afterwards with such as the most of the organized. The second proposals asked to the organized of the such as th Something accounts by their the publish drawn the adapt of the or knote as bear with the account that the problem drawn the account fixed and fixed as knote as have with the account fixed and fixe ship at the rate of 7% or kined the pardie draye the site at the rate of 7% or kineds an hour with the saraw fixed and dragging in the waster, and at the rate of 8 kineds an hour when the acrew is left loose and affewed to revolve by the action of the waster, is which latter statement, it should be remarked, both parties concur. I he screw party state, that with the paddles force and open to the action of the waster a rate of speed equal to 11 or 11 1-2 kinets an hour was accomplished by their suggisses, and with the paddles fixed and offering a surface of resistance equal to a considerable portion of the superficies of the floats immersed, a rate of speed equal to nine knots, this last calculation being, as in the former case, undisputed. It being now too late in the day to experimentalize further. Holyhead harbor was made, and the rhip dropped her anchor inside the breakwater at 3:45 F. M., when the cruise was brought to a close.

With regard to the general results, it may be cheaved that, although the Great Eastern has for came up to the expectations of many 6 her friends in point of speed, she

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The London Herald of the 11th inst., says :-

The London Heraid of the 11th inst., says:—
It will be interesting to the public to learn when the Great Eastern is expected to leave Holyhead for Portiand, U. S. I am enabled from special information, to say that the Queen's health will be drunk to beard the ship on Christona-day, at her present anchorage. Those, therefore, who anticipated paying a Yule visit to their friends or acquantances in the As antic States must make up their minds to go by the Conard tine or stay at home. Why it has been determined to put off the departure for so long a time, it is impossible to say: the prospect of the half crowns of the Lancastire waches and the Yorkshire yeomen may have something to do with it.

The same correspondent after dwelling upon an alleged jealousy between the makers of the two sets of engines, says.—This will not be got rid of until Mr. M'Lancas takes charge of both engines, which he will cettainly do on the next voyage, when I have very little doubt from three to four knots additional speed will be secured. It is intended by certain persons to protest against this trip as a trial, from the refusal of the builder te disconnect the engines, or to put on the boilers a pressure exceeding 99 is. In this case the consequent lawsuit will be one of the most interesting in the annals of English jurisprudence.

Amoor River Intelligence. The San Francisco Times of the 5th inst., publishes intelligence from the Amoor River to the

The San Francisco Times of the 5th inst., publishes intelligence from the Amoor River to the 12th of August.

The Russian Government was preparing for the construction of a large fortress below the settlement of Nicolsefak, for which frequent supplies of amountum and material of all kinds were arriving. A portion of the amament was to be thirty-six guns with which the Russian fleet escaped from Petrepaulouski during the Crimean war. The attention of the government for the last year has been carnestly directed towards increasing the military and naval importance of this key to the eastern entrance to their Asistic possessions, and also to encourage the commercial enterprises which have entered there Nicolsefak is situated on the northern bank of the Amoor, and contains some 3.000 inabitants, including soldiers, government officers, convicts and foreigners. At this town the government has erected a large machine stop and foundry, the works for which of every kind were made at Philadelphia, at a cost of over \$300.000; and there are now over 500 tons of American made machinery landed and under cover, awaiting the construction of the buildings, on which great numbers of Russian laborers are employed. The greatest favor is shown to Americans, whose enterprises are encouraged, and who fill every position in the place requiring mechanical skill—suon as machinusts, engineers, &c., &c.

The American Consul, Mr. H. G. O. Cuass, was at Nicolacfak, having lately arrived there from De Castre's Bay, in the Gulf of Tartary, in the bark Benring. The bark having been consigned to him from Reston, he had visited her at the bay, and gone up the river in her. Sue was loaded with a B aton assorted earge. The Berk having been consigned to him from Reston, he had visited her at the bay, and gone up the river in her. Sue was loaded with a B aton assorted earge. The Berk having spring send away in an Auserican whaleship was wrecked in the Ochotsk S-a, on such an inhospitable and secluded coast t at there seclined no likelihood of their

the Russian government in the United States.

The machine shop and foundries which are rapidly gring up at Nicolaefak indicate a determination on the part of the Russian Government to make that place a prominent commercial emporium. To this end they are employing American skill and science and encouraging the operations of our enterprising citizens, to whom special favors are extended. The Manjor and Japanescone built in N. Y., and the other in Buston, were caded with mechanica implements, machinery and general industrial materials, and other cargors were expected from Surope. Regular communication is maintained across siberia, bet ween the Amoor country and St. Federaburg, via the great lake Biak al. The Government loss sight of nothing that shall tend to attengthen their power on the confines of Asia, whence they intend in future times to extend their dominious over the Chinese frontier. This desire leads them to encourage the immigration of American mechanics, and to assist our countrymen whenever practicable. Not only Governor Kozazzyvrcz, but N. A. Hitrovo, Chief of the Civil Department, extends all aid to American enterpr. S. auterpr.:

Death of a Celebrated Engineer.

Robert Stephenson, the eminent engineer, died on the 12th Inst. in London, aged 55. He was born at Willington, Northumberlaad, Dec. 16, 1803, was sent to school at Long Bolton, and in 1814 placed with Mr. Bruck at Newcastle. He soon showed a taste for mechanics, and became a member of the Newcastle Literary and Philosophical Institution, from the library of which he took books to study over with his father at home on Saturday afternoons. The key. Wm. Torner, one of the Secretaries of this Institution, aided him. In 1818, he was apprenticed to Fightlas Wood as a coal-viewer, and made himself acquainted with the machinery of coal mining. In 1820, his father became able to send him to Edinburgh University for a single seasdon. Here he attended the lectures of Dr. Hoff on Chemistry, Sir John Lessith on Matural Philosophy, and Prof. Jameson on Geology and Mineralogy. He gained a mathematical prize, learned how to learn, and returned home in 1821. In 1822 he went to South America to examine gold and silver mines. He was recalled thence by his father, and reached home in December, 1827. He now took an active part in the discussion of the use of locomotives on the Liverpool and Manchester Eallway, and aided his father in the construction of the successful engine, although, he gives the credit of the tubular leaf to the successful engine, although, he gives the credit of the tubular before it was completed he surveyed and way. Before it was completed he surveyed and Death of a Celebrated Engineer. chester Railway, and aided his father in the construction of the successful engine, although, he gives the credit of the tubular halp helier to his father and Mr. Hears Booth. He was next employed on a branch of that railway. Before it was completed he surveyed and undertook the construction of the Leicester and Swighington Railway, and on the completion of that work he surveyed the line of the London Life Birmingham hailway, was appointed its engifieer, and removed to London. He built it in the foor years from 1834 to 1838. He devoted much time to improvements in the locomotive engus, and after 1838 was engaged on many lines of railway. But he was most remarkable for the vastness of some of the projects, such as the high level bridge over the Type at Newcastle, the viaduct over the Tweed Valley at Berwick, and the Brittannia Tubular Bridge over the Monai Strait, a conception the novelty of which was even more striking than its magnitude. This was a send in 1850. He was also consulted as to the Beigian lines of railway, as to a line in Norway bet ween Christianus and Lake Miosen, for which he received the Grand Cross of the Order of St. Clief, and as to the railway between Florence and Leghorn. He visited switzerland for the same purpose. He designed and was constructing the Victoria tubular bridge over the St. Lawrence, near Montreal. It is not long since he completed the 140 miles of railway between Caro and Alexandria, with two tubular bridges. He was lately constructing an immense bridge access the Nile to replace the steam ferry. Be idea these labors he has been a member of Parliament from Whitby, in Yorkshire, since 1847. In 1855 he paid of a debt of \$15.000 for the Newcastle Literary and Philosophical Society. He aided Plazza Britzen in his investigations at Teneriffe. He was also the subset of the 1847, and President during the years 1846 and 1847. He received a great gold medal of honor from the French Raposition d'Holmatrie of 1856, and is said to have declined in character, the London Times passes th

GENERAL INTELLIGENCE.

Tries 17th of the Greent Bestere.

It was 31-5 colock in the afternoon of the short was brought up to the bows, and the Greent Eastern was released from restriction and within fifteen minutes af erwards she having in the means while, in ready obedience to the harmon and within fifteen minutes af erwards she having in the means while, in ready obedience to the helmanne's directing hand, wang be beed round to the eastern extremity of the treakwater, the steam was turned on, the machinery was put in motion, and the vessel gifted majoritedly out of the harbor—the wind all ling at the time sphendid her sea as smooth almost as the Thamsa showe bridge. For some short time she centiment her eastward course, in or der to gain severe mere to see all ling at the time sphendid her sea as smooth almost as the Thamsa showe bridge. For some short time she centiment her eastward course, in or der to gain severe mere to see all ling at the time sphendid her eastward course, in or der to gain severe mere than the wind all ling at the time sphendid her east was monoth almost as the Thamsa showe bridge. For some short time she centiment her eastward course, in or der to gain severe mere to see the maximum of 15½ knots she maintained to the stream while, and the order of the ship, be coavered to the stream while, and the continued her eastward course, in or der to gain severe mere to see the maximum of 15½ knots she maintained the times sphendid her and the stream while, and the order of the ship, be coavered to the stream while, and the order of the ship, be coavered to the maximum of 15½ knots she maintained and the stream while has a service was to be sead as associate was to be saw as a mooth almost an interest to the course of the ship, be converted to the ship to continue the while the proposed of the ship, be coavered to the ship to continue the ship to the party while the commander of the ship to coaver a ship to the ship to the ship to the same as a smooth almost an interest to the ship to the ship t

or Wednesday evening, about 7 o'clock, as the steamer New World was passing up the Hudson River, on its way to Albany, with about 300 passengers and a large quantity of freight, and when nearly opposite Fort Washington the alarm was given the engineer, by the pilot, to back water. The engineer, who was outside of his room, ran into it and reversed the engine suddenly, which was followed by a tremendous crash in the machine room. Be-fore an examination could be had, a great volume of water was discovered rushing into the lower cabins from the engine room, filling the boat so fast, that the passengers had barely time to escape, before the up-per or main cabin and first tier of state rooms were submerged to the depth of five feet and a half. Soon after the accident the alarm was given by ringing or the bell and blowing the steam whistle, creating the greatest consternation among the passengers, a num-ber jumping overbeard, who were afterwards res-cued. Others secured a life boat, which was discovered to be in a looky condition, and was speedily deserted. Fortunately, a steam tug passing at the time, veered around and took on board a portion of the terrified passengers, and subsequently, the schooner Jack Downing, of New Brunswick, a canal line freighter and coal barge, came, alongside, and as near as can be learned, all the passengers were rescued by them. Shortly after the alarm, the donkey engines were set at work to pump the water out, but they made no beadway, and in about twenty minutes the beat sunk, leaving only the hurricane deck above water.

It is said that the colored waiters sold the life preservers at a price ranging from fifty cents to four dollars. A lady rushed to one of the waiters and said, "For God's sake give me one of the life preservers," to which he replied very surilly that she could have one for fifty conts—nothing less. Among those who jumped overboard was an old lady and an

where, at low tide, it is supposed the greater portion of the freight and baggage can be removed. The appearance of the New World, internally, and

externally, denotes that the greatest excitement must have prevailed among the passengers. In all parts of the beat and in the state-rooms, are found ladies' bonnets, hoops, night caps, reticules, shawis, night dresses, shoes, gaiters, gentlemens' over coats, hats, shawls, etc., and broken crockery, chairs, lamps, and furniture generally are scattered about pr ousiy.

The waiters were busily engaged yesterday afternoon in clearing up the first tier of state rooms, removing the wet mattresses and bedding. It is stated that three men managed to se themselves a small life-beat with one oar, with which they landed at Washington Heights, where two of them remained all night in an Irish shanty, while the third remained at the house of a Mr. CETTENDEN. The loss to the People's Line will probably be

ses than one hundred and fifty thousand dollars, including the cost of repairing the boat and the indemnity to the owners of the freight. It is said that \$20,000 worth of freight floated off on Wednesday night, and was seized by the river sharks or pirates. The widow of Isaac Nawron is said to be the largest share owner of this boat, owning \$70,000 of the stock. It is thought that the executor of the Newton estate, Mr. KELLOGG, has the amount nearly covered by insurance. It is said that Mrs. NEWTO was on board at the time of the accident. Also, that THURLOW WEED was returning to Albany on her, frem this city, and, in his haste to leave the

sinking ship, lost his hat. The Pilots names are GROEGE LASHER and JACON BIST; the engineer's, is JAMES M. HOOK.

The cause of the accident was, undoubtedly, the decayed state of the wood composing the gallows frame, which was clearly of not sufficient strength to endure any severe strain. A new piston rod and walking beam was placed in the New World last

spring.

Measures will be immediately taken to raise and repair her for service again, until which time the Hendrick Hudson will run in her place. It is impossible to give a correct list of the passen-

gers, as the passenger list is submerged with the vessel, and after getting to shore, the most of those on board dispersed in different directions. A portion of those saved by the schooner Jack Downing, held a meeting at the Fraklin House, Yonkers, and passed a meeting at the Franki House, volume and thanks resolutions expressive of their gratitude and thanks to God and the schooner Jack Downing, for their safe delivery from the watery element. To the cap-tain and crew of the latter, they backed up their resolution, by a subscriptio in the shape of \$75, raised

by subscription.

Ar last accounts, the New World still lay much in the same position as when the accident first occurred. She was floating a little and fastened by sachors. Several steam tugs and a large number of men were engaged in attempting to raise her. As far as ascertained, no lives were lost, and the com-pany believe no one was injured. The passengers have mostly gone their way by other conveyances leaving instructions as to the manner of forwarding their beggage. Two baggage crates have been brought down, containing only the through baggage,

that is, crates going beyond Albany. One passenger bad two boxes filled with valuable books, which are nearly ruined. A load of baggage is lying at the nearly ruined. A lead of baggage is lying at the office of the People's Line, foot of Courtian it street, and the company is destrous that all persons who have left anything on board, shall call at their office and claim it. Everything, of course, is wet, and a good deal of the valuable freight on board is consequent. quently more or less injured. The injury to the steamer is not so great as was at first supposed, and it is expected that in a few days the men engaged will have succeeded in placing her on the dry dock for repairs. She will not run again this fall.

Trial of the Fillbasters.

Trial of the Fillbasters.

The examination of the charge against Messrs. FAYSOUX, MAURY, ANDARSON and SCOTT, charged with preparing an expedition against the State or Republic of Necargus, or some other States, with which the United States are at peace, in violation of the Securative Laws, was commenced at New Urleans on the 17th inst. There was a large crowd in attendance on the trial, composed mostly of the friends and sympathizers of the filibasters, who have participated largely in the stirring events and perils of WALKER's several enterprises in Nicaragua.

Capt. FATSOUX is a small, handsome, wiry, sailor-looking young man, a native of this city, of creole blood. He is a sharp, quick and sagacious gentleman, and is the same officer who performed the gallant exploit on Lake Nicaragua of blowma, up the principal vessel of the Nicaraguans, armed with large cannons and a force of several bundred sailors and soldiers, with a little schoener of less than a hundred tons.

Capt. Henry MADSY, of Mobile, a fine looking young man, of the distinguished Virginia family of MAURIS, is the dashing officer who, in command of the vessel which carried WALKER out of Mobile on his last expedition, excaped from the United States revenue cutter and safely landed WALKER'S party.

Colonel Frank Anderson is a tall, military-looking young man, of very impressive bearing, the same who, with a small party in advance of

Colonel Frank Anderson is a tall, military-looking young man, of very impressive bearing, the same who, with a small party in advance of Walker's main force, took the Fort Castillo, in the last expedition, which he was afterwards compelled to evacuate, on account of the capture of Walker's party by the United States naval force under Commodore Pauldiso. Colonel Anderson came into Court with a smiling face, bearing a huge bouquet presented to him by some lady friends on his way to the Court, and which he quietly deposited in a tumbler on the table.

Captain Scott is another of Walker's veterans, a sedate, grave-looking young man, whose

erans, a sedate, grave-looking young man, whose acts have proved what his countenance indi-cates—the possession of decided military tal-

acts have proved what his countenance indicates—the possession of decided military talent.

Capt. D. F. Rezeav, being sworn for the United States, testified that he was the captain of the towboat Fanther; that on the 3d of October he took on board the Fanther, at New Orieans, one of the parties charged; that favsorx, Annusson, Maura and Booty came on board somewhere near the Powder House, ten miles below the city, and he took them to Pass a l'Outre; he landed them at the request of Capt. Favsoux; a crowd, not very large, came on board at the same time and place; arrived at the Fasse a l'Outre at seven o'clock on Tuesday; the men went ashore at the coal-yard, some three or four miles below the telegraph station; they remained an hour or an hour and a half; Mr. Alling, of the telegraph, was at the station; them took them to the telegraph station, where they remained an hour or an hour and a half; Mr. Alling, of the telegraph, was at the station; them took them to the Southwest Pass and they went ashore at the telegraph station; got there at eight o'clock Tuesday evening; don't know how long they remained at the Southwest Pass; witness knows the revenue-cutter Lewis Cass; left Passes a l'Outre on account of a dispatch to go out for a tow; the men said they were going a fishing; he identified apt. Faysoux as one who so stated; witness did not ask the men for their passage; never charge for passage on the tow-boats; the men were chiefly employed at Passe a l'Outre fishing; there was one rife and shot gun and two revolvers in the party; the men varied their occupation by starting a ligators; witness did not know how the nen were to get back; Capt. Faysoux came on board witness' boat on Monday, and asked him to take some of his friends down; witness was ordered down by the manager, Mr. McLuman; du not hear anything of the revenue cutter; the men, after staying a little whi e at the Passe a l'Outre, asked if there was any better flahing at Southwest Pass; he said he thought there was; at the Fowder-house station, where

This was after To'clock on the 6th of October.

A large number of witnesses were examined on the second day, and all testified to very nearly the same facts as those of the witnesses given above. The witnesses all seemed to be "Know so things." Among the articles which the suspected filibusters had on their "fishing expedition" was the flag of free Cuba, a present from Gen. LOPEZ to Mr. MACHY.

Acquittal of the Walker Filibasters.

New Orleans, October 25.—The WALKER fill-busters, lately tried here, have all been acquitted.

Ocean Steaming 100 Miles an Hear.

A letter is published in the Buffalo papers, signed by Ex-President ETLLARD FILLMORE, Hon. S. G. HAVENS and a number of influential citizens, addressed to ROLLIN GERMAIN, requesting him to make a public explanation of his principles of construction for steam navigation. He proposes to establish, amongst others, the following propositions: I hat steamers may be constructed to run one hundred miles an hour, and so strong that the greatest oceanic forces would not endanger their safety: that the economy of their movements will be such as to reduce the cost of transportation to less than one-fifth of the present rates; that when loaded with a large freight, a full passenger list, and fuel enough for a voyage around the world, it would not draw over twenty-two feet; and that as a war ship one would be an overmatch to all existing navies. Mr. GERIMAIN has made the subject his study for thirteen years, and now makes it public for the first time. Eminent engineers of the United States pronounce the plan practicable, and destined to work a complete revolution in steam navigation. Ocean Steaming 100 Miles an Hour.

Gerrit Smith and Brown. The Syracuse Journal learns from a gentleman who has conversed with GERRIT SAITH in regard to the trouble at Harper's Ferry, that he was in no way identified with or privy to Baows's scheme. His explanation of the matter is this:—

scheme. His explanation of the matter is this:—

Two years ago Mr. Sacru, in order to help the Free State movement in Kansas, gave Bnows a note of about \$300, against a man then in Kansas. Bnows could not collect the note; so he returned it to Mr. Sarru, who agreed to give him, at some future time, cash to the amount of the note. After that he lost sight of Bnows until about the first of June last, when he received a letter requesting him to send a draft for a certain amount, \$100 we think, pavable to the order of another party. Mr. Barru, in compliance with the request and his former promise, promptly forwarded the draft, supposing it was a bona fide firm to whom it was addressed. He believed also that the money was to be used, at least indirectly, in assisting fugitive slaves, as that was the last 'Kansas work' that he knew anything about. Mr. Sarru says distinctly that he had no knowledge or the least suspicion that Bnown was engaged in planting an insurrection.

The St. Paul Pioneer says, of the failure of the Bank of the State of Minnesota and of the excitement caused thereby: The reason assigned for this action is the suspension of Eastern correspondents, and the consequent return on them of protested drafts. It is understood that the owners of this Bank are responsible for the issues of the Nicollet County Bank, located at St. Peter. By the last report, the circulation of the Bank of the State was only about \$14.000, to secure which, there are deposited in the office of the Auditor \$25.000 of minnesota 5 per cent bonds, which are above par at this time in New York. Of the Nicollet County Bank there are also \$14.000 of notes in circulation, for the redemption of which, there \$30.000 in University bonds deposited with the Auditor. No fears are entertained by the holders of notes on either of these anks of sustaining any lose. ____

The English and the Chinese, CAPTAIN LANGLET, who was wounded in the affair on the Peihe, has returned to Engiand, and in reply to an address of congratulation made by some of his friends, he denies that the English were the victims of a surprise. He

right the year and they do not speak well of us, as if justice had not been done to them.

Card from Joshua R. Gliddings.

The following card appears in the Philadelphia North American:

While coming to this city, on Saturday, I first read a telegraphic despatch from Washington, saying "that John Brown (the prisoner captured at Harger's Ferry), refused, in the presence of Senator Mason and Mesers. Faturers and Vallarmignam, to answer the question whether he had committed Mr. Guorsos about the Virginis expedition?"

It is evident that the object of these gentlemen was not to obtain facts on which to predict a charge of crime, or of any immoral or dishonorable act. Had such been their object, they would not have published what was not said; but they proclaim their suspicions, and by such inuendoes and insimuations seek to impugn the character of one who was not present. I do not feel called on to reply to such attempts to cast represent upon myself. I say to these questions: Gentlemen, I am your peer. I have served my country as long and I hope as honostly as either of you; and you know, and the country knows, that any question you may propound to me touching the government, its past or present position, will be frankly, promptly and fully answered, to the extent of my knowledge and belief: and I pronounce this attempt to assail me dishonorable, unworthy of your positions, unworthy of honorable men.

But you must not expect to escape the results that must follow the efforts of yourselves and party to extend slavery, and your determined purpose to involve the people of the free states in the diagrace and crime of supporting an institution which all honest and independent men of those states repudiate; No man of our nation has done more than one of you to produce the results which have recently attracted the stution of the people. They are the immediate and undependent men of those states repudiate; No man of our nation has done more than one of you reviewe and party to establish alavery in Kannas. Munderwise heref

services data, to reason of the support of the supp

hold without firing a gun, made prisoners of all the men found about, and of several plauters, including a grandson of the illustrious Washington, and himself a distinguished officer or the army, placed sentries at the railroad bridges and the corners of the streets, and so held the town for two days, until the strates of Maryland and Virginia had concentrated their forces, when, supported by all the available federal troops from the capital and the fortifications around, a determined assault was made upon the insurgents, and three of them were killed, and the remainder, numbering three or four, (the accounts not agreeing last to the precise number,) were taken prisoners. There is also an indistinct report that one Cook had fied with a wagon load of emancipated negroes towards the free state of Pennsylvania. If an invading force of 10,000 men had been routed, the American papers could not have been more profuse and extravagant in their boastings and exultations, and as the federal capital seems to have been considered in imminent peril from this handful of men, we presume the President will issue a proclamation for a day of national thanksgiving for the remarkable deliverance.

We costamly hope for a peaceful solution of the san Juan difficulty. But in consideration of this Harper's Ferry affair we trust her Majesty's government will show no disposition to yield one lots for the sake of peace. And in case war becomes necessary, the government will only need to fit out a steam tug capable of landing fifty or sixty men on the coast of the United States anywhere south of the Potomac. It will require some eight or ten to take and hold Washington, and the rest can divide and march through the Southern States in different directions, collecting an army of negroes as chiesen planters. The Northern States anywhere south of the Potomac. It will require some eight or ten to take and hold Washington, and the rest can divide and march through the Southern States in different directions, collecting an army of negroes as chi

A correspondent of the Boston Journal, who is rusticating in the wilds, and among the mountains of the far West, gives the following account of the Chectaw Indians:—

rusticating in the wilds, and among the mountains of the far West, gives the following account of the Choctaw Indians:—

The Choctaws formerly resided in Alabama, and had all the characteristics of barbarism. Among other savage customs, they were wont to render themselves poculiarly hideous by flattening the forehead from the top of the head to the cyclrows. Since their removal to this region, in 1831, they have advanced steadily in civilization. They bear a high reputation for honesty and fidelity. White men who are thoroughly familiar with them state that so far as any danger of robbery or violence is concerned, it would be perfectly safe for one to travel through the nation with a million of dollars, and let it be generally known that he carried that amount of treasure with him.

The whole number of persons in the nation is about 68,000. The have diminished considerably since leaving Alabama, as large numbers were cut off by small pox and other diseases within a few years after their settlement here. All their lands are owned in common; but every man has undisturbed possession of any quantity he desires for cultivation. Some of the farmers are very wealthy; and it is one of the most substantial evidences of their growth in civilization that the men, as a class, have become industrious. The Indian in his wild state will make a drudge of his squaw, but scener starve than labor himself.

White men who marry Choctaw wives are adopted, and entitled to all the privileges of citizenship, except eligibility to two or three of the highest offices. There are many whites and half-breeds in the nation, but the relative number is much smaller than among the Cherokees. A large majority of the Choctaws are still pure Indian blood. It is a fact worthy the attention of ethnologists that the deterioration which as a situation and the relative and the same of the highest of fines. There are many whites and half-breeds in the nation, being does not seem to follow here. It is so inevitable, where the Caucasian and African races

The Bombay, India, Standard, of Sept. 10th, gives the particulars of a desparate encounter with pirate convicts on board the sh p Ararat, which left Penang for Bombay on the 24th of the last having on board the sh p. 1

CAPPARE ALMELTS, new cases to be Expended, and in truly to on address of Comparationing and by some of his Friends, he defined that the Fagilla.

If the Chinese had opened, out the whole of the whole of the compared o

the bight of the lee fore sheet, got into the fore chains and made his way aft. The Arab was never seen again.

At daybreak, a man was found hanging on to the rudder. A rope being let down, he was harded up, and was found to have been shot through the leg. On scarch being made below, five more bodies were found of men who, on receiving enough, had gone below to die. It was found that the convicte had escaped by cutting through with a knife, of which they had somehow gained possession, a bar of a prison door forward, then partly cutting through the inside partition bar on the port side, which enabled them to bours the door in altogether. They then shouled to the rest in the other cells to follow them, which, with the exception of fourteen, whom the guard were enabled to keep down, they did.

At six the countries were mustered, when it was found that twenty-eight were dead or missing, twenty-eight out of sixty who came on deck. The remaining thirty-two, with the exception of three wounded, were treated to three dozen each. At half-past nine the sentries gave the alarm that some of the convicts had slipped their leg irons. The guard was called and secured them. On overhauling the remainder, it was found that many of the irons were too large, and they were accordingly reduced. A welcome sight must Bombay have been to the Anagar.

At this time it was raid the arsenal armory and Potumas bridge was filled with whites and negroes, armed to the teeta with Sharp's rifles, revolvers and knives.

Is a short time some one had entered what is called the "Sacek House," outside of the armory enclosure, or out the "Till Shep," where arms had been talks to prevent damage by the late freshet, and by the same our citizens were soon furnished with 600 rifles. Then, however, we had no bullets, and they had to cast balls, which was a slow process with two single builet moulds. Then the large caps for our rifles were necessary, as was powder also. All had been secured by the enemy; those in the buildings they had taken; so, after a delay of three or four hours, a body of citizen-volunteers had three rounds of powder, ball and caps, to march with. Capt. John Avis was our commander; he detached me, with eighteen men, to cross the Potomac river at the "old furnace," and to march on the Maryland side to the Beltimore and Ohio railroad bridge, and take it, if possible.

On arriving at "Pitcher's Mill," I received orders by express from Commander Avis to stop the trains going East or West, as they might be bringing reinforcements to the enemy. I did so. At this point I received an accession of some six men from Duffield's depot, and, with my force, crossed the river as originally ordered, marched to the bridge, and cleared it to the Virginia side, my company killing one man and taking another prisoner, thus clearing the street on that side of the town, and he ding an important point. Previous to this the "rifle works" had been carried by another detatchment of Avis' forces. One of my men was shot through the shoulder—it is Barsey McGaurs son. I had as brave a set of men as ever fired a gun. A portion of my men had the bridge, whilst others were posted in the baseleast the windows and other points, trying to plass off the enemy as they were seen at the "watch bases," for we had enclosed them into that point. Now all this was done by the citizens of Harper's Ferry

men.
The prisoner I took was shot after Beckham had been killed; he (the prisoner) told me he expected to die—that his party was merely to commence the fight—that three hundred thousand men had entirely the properties.

How the Frigate President was Capt The following article, which we cut from the Lawisville Journal, brings to mind an interesting incident in the history of the American Navy, and will be read with pleasure by all who admire the garlantry which characterized the early days of the "right arm" of our national defence:

Episcopal Irreverence at Richmond. A correspondent of the Churchman invelghe

vehemently against the careless way in which the religious services have been conducted during the late I piscopal Convention at Richmond. A huge demijohn stood under the communion table during the whole of the opening services, in full

BROWN. His letter closes with the following allusion to the imprisoned insurrectionist:

As to old Brows, he has been an outlaw all his life. Professing to be a zeaous Christian, he is a famatical hypocrite. Living at different times in almost every State in the Union, he has been everything by starts and nothing long, except as mean a man as a horse thief can be, and as treacherous as an heir of hell and joint heir of the devil. I said of Brown in the St. Louis Republicans, in 1856:

"Be to d me he would take the life of a man as quick as he would take the life of a man as quick as he would take the life of a man as quick as he would that of a dog, if he thought it necessary. He said if a man stood between him and what he considered right, and he considered abolitionism right, he would take his life as coolly as he would eat his breakfast. His actions show what he is. Always restless, he seems never to sleep. With an eye like a snake, he looks like a demon. Apparently a miscrable out aw, he prefers war to peace, that pillage and punder may the more safely be carried on. And this is a leader of the Free State pt ty in Kaneau."

There is no reason why I should change my opinion of Jone Brown in 1859. If what I have said is not enough, the public need expect from me nothing more of defence with the pen. Three years ago, I thrashed one coward who said I surrendered, and when he was called on for satisfaction, would not accept a challence. I am just as able to do the same tring in 1859 as I was in 1856, and possibly a little abler.

Petersburg, Va., October 21st, 1859.

Petersburg, Va., October 21st, 1869.

Hanny WARD BARCHER, in a lecture at Plymouth Church, Brooklyn, last evening, on Bargain Makers, whom he designates as traders of every grade, from the million-merchant to the match pedlar, pronounced the following sulo-

goater. Their courage is estomabling.

The prisoner I took was shot after Backman hade here hilled in the personer) todd me he expected to die—that his party was merely to commence the first three students droused me had envoticed in the second three students are not that his party was merely to commence the following eulosity of the 15th inst., announces that sickness in that city is on the increase. During the 13th and 14th there were fourteen deaths, ten of which were by yellow fever, and a number of cases were reported several miles down the island.

During the 13th and 14th there were fifteen deaths in Houston.

The News says: It is estimated that the three deaths in Houston.

The leigraph continues to receive distressing accounts from Cyptess. Rumor says there have been fifteen deaths, and every person left who was liable to the fever is now down.

A gentleman from the kilo Grande.

The McKinney Messenger says that the company that went in pursuit of the indians who committed the recent outrages on Clear Oreak, in Cook county, have returned home, after an unsuccessful pursuit. I hay followed he indian trial to feel Kiver, but did not cress.

A mass meeting of the rounting of the 5th, for the purpose of deviaing means for the effectual rounting the study of the company that went in pursuit of the indians who committed the recent outrages on Clear Oreak, in Cook county, have returned home, after an unsuccessful pursuit. I hay followed he indian trial to feel Kiver, but did not cress.

A mass meeting of the soft, for the purpose of deviaing means for the effectual propose of the United States as can be spared, be sent from the investment to indian country, to carry on a war of aggression and extension and the substantial country, to carry on a war of aggression and extension of the indians, and that they be authorized to pursue the sent from the investment of the purpose of the United States as can be spared, be sent from the received the sent from the investment of the purpose of the United States as can be